



香港城市設計學會  
Hong Kong Institute of Urban Design

致: 傳媒朋友

**有關: 「連接朗屏站的元朗市高架行人通道」**

現附上香港城市設計學會就連接朗屏站的元朗市高架行人通道之回應文件

本會非常樂意就本回應文件與各界人士作會面及更深入解釋。

如有查詢，歡迎與本會行政主任劉蘭桂小姐(電話: 2235 9057)聯絡。

A handwritten signature in black ink, appearing to read '譚寶堯'.

譚寶堯

香港城市設計學會公共事務委員會主席

副本抄送:

發展局局長黃偉綸 先生, JP (sdev@devb.gov.hk)

運輸及房屋局局長陳帆 先生, JP (sthoffice@thb.gov.hk)

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To: Media

**Re: Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station**

On behalf of the Hong Kong Institute of Urban Design, we would like to provide comments on the Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station.

If it would be helpful, we are pleased to meet to explain the content of our Paper. Should further information be required, please kindly contact me or Ms. Cherry Lau, our Administrative Officer at 2235 9057.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'P. Y. TAM', written over a horizontal line.

( P. Y. TAM )

Chairman, Public Affairs Committee, HKIUD

cc:

Mr. WONG Wai Lun, Michael, JP, Secretary for Development (sdev@devb.gov.hk)

Mr. CHAN Fan, Frank, JP, Secy for Transp and Housing (sthoffice@thb.gov.hk)

Mr. CHAN Pai Ming, Jimmy, JP, Dir of Highways (jimmy.pm.chan@hyd.gov.hk)

Mr Chan Kin-por, GBS, JP, Chairman of the Legislative Council (LegCo) Finance Committee,

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Hon Tony TSE Wai-chuen, BBS, member of the Legislative Council

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## 香港城市設計學會對元朗的行人天橋工程項目的評論 2019年3月

1. 對於政府最近堅決把元朗大渠上空建造高架行人天橋項目進行同步招標之舉，香港城市設計學會表示極度失望。儘管五大專業學會（即本會及香港建築師學會、香港園境師學會、香港規劃師學會、香港測量師學會）於去年7月時已罕有地共同提出強烈反對。本會認為政府由2018年底暫時撤回建議起至今，實應善用這幾個月時間，與專業學會共同衷誠討論，以制定一個合理和更靈活的替代方案，而不是硬推其不合理的方案，而盼望投標者能為當局解決其設下之問題。我們除了認為造價過高之外，我們其實更加失望的是沒有見到政府反省其決定所依賴的假設及領悟到巨型構築物的不協調和對當地將帶來之不可逆轉的破壞。
2. 香港城市設計學會重申我們的意見如下：
  - 2.1 最基本的問題是該天橋並非解決元朗市中心人車爭路情況的適當方法。要應對元朗的交通問題需要的是多管齊下的對策。
  - 2.2 事實上，在擬議的天橋走線即是明渠以西約150米處，現在已有一條行人天橋，該橋橫跨輕鐵的豐年路車站，穿過元朗廣場接駁至朗屏站的B2入口，並沿途可以到達很多當地的商店、學校和巴士總站。所以，在明渠之上建造一條與此平行的天橋實在是架床疊屋，且所費不貲。
  - 2.3 恰當的做法應是先檢討及改善現有的行人過路處的位置和寬度，包括：把在最狹窄的地方者適當地重新安置和擴闊。採取交通管理措施，包括設置行人優先區，分時或其他方式等等。並要在地區和青山公路有問題的沿線一帶，拆除對行人道做成阻礙的構築物及嚴格取締非法泊車及阻街的貨物。全面的治理策略亦可能需要包括檢討及調整康樂路及大棠路輕鐵站的現時位置。
  - 2.4 一個合理的做法應是讓上述的多管齊下措施實踐一段時間，在大約一年左右以後，檢討上述措施的成效，才作決定是否建造另一座天橋以及如何建造。
  - 2.5 五大專業學會所建議的替代方案相對更便宜和更具彈性，在施工期間及完成後對視覺和環境的影響亦均更少。它還可以與街上的活動很好地結合，從而促進市中心的活力，並可以與活化明渠的計劃互相協調。
  - 2.6 我們知道渠務署曾著手提出活化現有明渠的建議。在其上興建高架行人天橋明顯地

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將妨礙這一個值得讚揚的舉措。渠務署已開始了在啟德河及翠屏河實施活化工程，深受市民歡迎。渠務署最近又宣佈有意進一步活化大圍及火炭的明渠。倡議將水體納入城市肌理並體現其環境和社會效益已是一種世界潮流。首爾的清溪川和廣州市的荔枝灣項目就是很好的例子。路政署的元朗天橋專案與渠務署的努力之直接衝突反影出政府部門各自為政，並且與近年來行政長官的施政報告所展示的施政方針，例如「親水文化」、「可持續發展」和建設「宜居城市」、等等背道而馳。

3. 香港城市設計學會對元朗地區備受之交通問題頗有同感，因此亦提供了涵蓋良好城市設計原則和社區整體利益考慮的替代和更務實的解決方案。我們鼓勵提升城市的可步行性，並建議城市應盡可能在現有城市肌理內建立地面行人優先道路網絡，為改善城市景觀和綠化提供更多機會，使其融入地方的特色，例如在本個案中可能導致結合行人道和河道的走廊。因此，我們再次衷心地要求政府暫停進行該項目的招標，並在未來數月內更深入地諮詢專業學會和公眾。

香港城市設計學會  
2019年3月20日

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## **HKIUD Comments on the proposed Yuen Long Footbridge March 2019**

1. HKIUD is highly disappointed at the Government's recent intention to move ahead to call for tender its proposed elevated walkway above the Yuen Long nullah despite the strong objections raised jointly by the 5 professional institutes (HKIA, HKILA, HKIP, HKIS and HKIUD) in July last year. Whilst the Government has temporarily withdrawn the proposal in end 2018, we think that the Government should have spent the months in between then and today more meaningfully by discussing with the professional institutes to work out a sensible and more flexible alternative scheme rather than pushing ahead the arbitrary proposal and hope that the tenderers would solve the problems for the Government. We reiterate that besides the concern about the high construction cost, we are in fact more disappointed that Government has not shown any appreciation of the error in the assumptions for its decision and the irreversible damage that such an intrusive and incongruous mega-structure will bring to the place.
2. HKIUD wishes to reiterate once again our views as follows:
  - 2.1 The fundamental question is that such a bridge is not an appropriate solution to tackle the conflict of vehicular and pedestrian traffic in Yuen Long town centre. To deal with the traffic problem in Yuen Long town would require a multi-pronged approach.
  - 2.2 There is in fact already an existing footbridge straddling the LRT Fung Nin Road station at about 150 metres to the west of the alignment of the proposed one above the nullah. This existing footbridge goes through Yuen Long Plaza and reaches Long Ping Station Entrance B2 and can reach a lot of local shops, schools and a bus terminus. To build a bridge in parallel to this one is a costly duplication of effort.
  - 2.3 A pertinent way is to review the locations and widths of existing pedestrian crossings, including: the relocation and widening as appropriate of the crossings at the narrowest points, traffic management measures, including the setting up of pedestrian priority zones, time sharing or otherwise, together with the removal of structures and goods that are causing obstructions to pavements and strict enforcement on illegal parking, etc. in the area in general and along the stretch of Castle Peak Road in question. A comprehensive strategy may also necessitate a review and possible adjustment to the present locations of the Hong Lok Road and Tai Tong Road LRT stations.
  - 2.4 A rational approach is to review the effectiveness of the above measures after they are in place for say a year or so, before a decision is made to go ahead with building yet another bridge and how.

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- 2.5 The joint institutes' alternative proposal is comparatively cheaper, much more flexible and has less visual and environmental impact during and after construction. It would also integrate well with street level activities to enhance the vitality of the town centre and can harmonise with the possible enhancement works to the nullah.
- 2.6 We understand that the Drainage Services Department has embarked on a proposal to revitalise the present nullah. The elevated walkway project would be in direct conflict with this commendable initiative. DSD has started to implement revitalization works at Kai Tak River and Tsui Ping River, and these are well received by the community. DSD has recently announced its intention to further revitalize the nullahs at Tai Wai and Fo Tan. It is a world trend and acknowledged environmentally and socially desirable initiative to incorporate water bodies in the urban fabric. The Cheonggyecheon in Seoul and the Lai Chi Wan projects in Guangzhou are good examples. The way that the Highways Department's Yuen Long bridge project charges ahead in direct conflict with the effort of DSD shows that Government is contradicting its own policy initiatives, like the "water friendly culture", "sustainability" and building of a "liveable city" as promulgated in the recent years' Chief Executive's Policy Addresses.
3. HKIUD is sympathetic with the traffic problems in the area and had thus offered alternative and more pragmatic solutions with good urban design principles and overall benefits for the community in mind. We encourage the promotion of walkability and would also recommend wherever possible, the creation of a matrix of ground level pedestrian routes within the existing urban matrix to provide more opportunities for improved urban landscape and greening, which could thereby integrate with special local features such as the river corridor in this case. We would therefore again sincerely ask the Government to withhold proceeding with tendering of the project without further consulting the professional institutes and the general public in the next few months.

**Hong Kong Institute of Urban Design**  
**20 March 2019**

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